

and the other was to refuse to receive it when gained; the Government did the latter, they scouted the idea of a mutiny. (Mr. Drummond

advocated the formation of political scouts on the same lines as there are at present military ones.) The result of this effort was that the

The majority of white-collar soldiers and sailors were sent to the United States. The Government had had the money to pay for the transportation and refused to do so until it had been paid for by the United States. The United States had to pay for the transportation and refused to do so until it had been paid for by the United States. The United States had to pay for the transportation and refused to do so until it had been paid for by the United States.

SOUTH AFRICAN TROUBLE.
The trouble in South Africa was also preventable; it was not inevitable in any way. In support of this Mr. Drummond read (the only part of the lecture which he did read), two letters first appearing in the *London Times* and published in the *Hongkong Telegraph* on Wednesday, December 27th, 1899, in which a "simple farmer" in the Transvaal, no different from the other Boers except that he was of English parentage, prophesied with remarkable accuracy what would occur four years or less to come.

Continuing, Mr. Drummond said that the cause of the trouble was ministerial ignorance, and asked who were to blame? He answered the question by stating that it was the permanent officials. The Secretaries of State were the figureheads who got all the blame, or credit, when any, but the man who held the power and made the Secretary do what sometimes he did not want to, and *vice versa* was the permanent official, to whom no responsibility attached. They had determined not to believe information brought to the know-

to the blue envelope marked "O. H. M. S." and with a piece of red tape round it. The British nation was to-day was not governed by Kings or Queens or by Governors or by Parliament. It was governed by private secretaries and permanent officials and nobody else. (Clear hear.) At the same time to back up the government until this South African business was through. (Applause) — but at the same time when the business was through, they should have a Parliamentary Ministry, probably in the shape of a Royal Commission at home, for which should be selected

men above party considerations and perfectly independent, and among the questions which that Commission should enquire into was this—

“What steps did the British Government take to gain information as to the state of South Africa, a country in which we have such vast interests? Mr. Drummond then pointed out that this commission should find out whether it was the officials in South Africa who neglected to obtain information, or whether the neglect took on the information received was at home, and said no matter how high the head that was to blame, he should be punished even if it entailed

his expulsion from the public service for ever. He had only seen three brief notices of the cause of this war. Two were unimportant but the third was full of meaning. It was alleged to have been made by Mr. Chamberlain, who said that the present Government could not have prevented the war, the late Government might have done so. 'If the British had moved troops to S. Africa, any sooner it would only have precipitated war.' Mr. Drummond did not believe Mr. Chamberlain had laid the blame to the late Government; it was unworthy of his high name as a statesman.

Mr. Drummond then turned to China, saying, that no matter what great interest people may have in the general welfare of the Empire, local interests were bound to be of greater importance to them. He had once known an officer of the Intelligence Department who had been told to go to a certain office, collect all the information and report on a certain subject. On arrival at the office he was handed a big bundle of papers bearing on the subject, amongst which he found some in Chinese envelopes bearing the mystic letters "H. M. S. P." but which he never

The lecturer asked could any commercial firm be carried on in such a manner? Another example of the same neglect was a personal acquaintance of his, who had received information that the China-Japan war was bound to happen. This gentleman rendered his information first to the British Consulate at Shanghai and then with the Minister at Peking; they both refused to believe it. The gentleman then requested to have the information sent home. The Minister complied with the request; no doubt sending by the same mail a denial of the information. A week after

The receipt of these letters in London, the sinking of the *Kovv Shing* took place. The government sent a note to the gentleman thanking him for his valuable information. He waited for some time, corresponded direct to the minister until he received a most impertinent note requesting him to desist. Presently more information came to his knowledge, of vital importance. He was obliged to telegraph it some at his own expense. It received no attention nor acknowledgement, the reason mentioned being that it was written in *plain English*. The lecturer pointed out that Dr. Morrison wrote all his dispatches to the *Times* in

is same plain English.

TRAVELLING M.P.S.

The lecturer then spoke of the number of members of Parliament that are now doing the Far East and said how peculiar it was that they seemed to have letters of introduction from the same people to the same people. All their information was gained from official sources, they would only take the trouble to seek out "old inhabitant" of the places they visited, marked improvement would take place.

CHINA WANTS.

What China wants is a man like Lord Cromer.

the key to Lord Cromer's character and the key to his success in Egypt was given by Lord Salisbury in a speech delivered by him at the Guildhall, when he described Lord Cromer as a man who always had an ultimatum up his sleeve. He did not think this meant that Lord Cromer was always presenting ultimatums to the Khedive. No! The person to whom he presented ultimatums was his master, Lord Salisbury. If the Government would not do what Lord Cromer wanted them he sent in his resignation. It was never accepted, and he got what he wanted, Egypt was prosperous, Sir Claude MacDonald had refused to sign

paper ordering the British fleet out of Port Arthur, and had sent in his resignation, would not have been accepted, and we should have been spared the humiliation to our stage."

CHINA ASSOCIATION.

In conclusion, Mr. Drummond referred to the China Association, with its branches in Hongkong, Shanghai and at home. Its palatial offices and its friendly terms on which it was with the foreign Office. There was the danger, said Mr. Drummond, that they would become too friendly. They relate to the ways of their kind. They should maintain an entire independence, friendly if possible, but on different

lines to that of the Foreign Office, or else they would degenerate to a mutual admiration society.

On behalf of the audience, the Hon. T. H. Whitehead thanked Mr. Drummond for his instructive and interesting lecture.

ROYAL HONGKONG YACHT CLUB.

The third Club Race will be sailed on Saturday, 20th January, starting at 1.30 and 1.45 p.m. Course—Police Pier, Mark Boat off Lyenun, Kowloon Rock, Mark Boat off Lyenun, and return to Police Pier, leaving all marks to starboard; 14 miles.

The sixth Club Race will be sailed on Sunday 21st January. Course—Police Pier, Mark Boat off Chung Hui, North Fairway Buoy, Mark Boat off Chung Hui and return to Police Pier, leaving all marks to starboard; 15 miles.

GLEANINGS BY THE WAY.

There has been nothing to glean of late, Mr. Editor. All crops appear to have been gathered in and the ground cleared to such an extent that you can go over it and never meet a gleaming to add to your stock. However, I have plowed in new fields of late and hence this budget.

I see that for once the Officials have taken your advice—much against their wills no doubt—and have put a decent fire-engine in Kowloon. It is a steamer and is stationed at Yau-mai-ti and would, no doubt, have done great things, at Saturday's fire only it didn't arrive in time. This was because it is dragged by coolies. Coolies are all very well in Hongkong, where horses could not go, but the hills, why not have horses? The Kowloon engine? The Kowloon engine is flat enough, distances are great and five miles an hour is a poor pace for a fire engine. Then too, why is it kept at Yau-mai-ti? Yau-mai-ti is the most central position and the most valuable buildings within its limits. There are the Godowns, the Mess, the Torpedo Depot, the Barracks and all the European residences at Tsim-tsa-tui, yet the fire engine is kept a long distance away in an out-of-the-way corner. Ah! I have it! Yau-mai-ti is the Chinese quarter; Hongkong is run for the Chinese and therefore the engine is only required for their benefit. Why didn't I think of that before!

There were several points about the arrival of Li Hung Chang, Mr. Editor, which you missed. I was there. I was coming from Tsim-tsa-tui and, being in a hurry, landed at Blue Buildings and took a rickshaw. When I got near the Customs I saw a lot of people and, as the crowd was so thick, after great exertions I managed to force my way to the front and found the road lined with soldiers. A big Sikh policeman wanted to send me back amongst the crowd to contract plague, but when I said, "Gleaner," he saluted and let me pass. The soldiers, however, were not so accommodating and as I had not a lock in my pocket to show as a pass-port, I had to wait—and I did wait. I waited over an hour, and right alongside one of the storm-water drains, which Mr. Drury is so fond of. For my part, Mr. Drury can keep his drains to himself. I have no use for them. When I had waited nearly an hour came some small boys who were headed off by a sergeant. He told them to "fall in!" They immediately made for the Military Prison—and stayed there. Then came Li Hung Chang in a chair, with a posse of Police surrounding him. I took off my hat and he smiled, and then I proceeded to admire the procession. There were several of the Governor's chairs, all empty, and then came some led ponies. Next came a full-figured Chinese gentleman on a pony. The pony was not led and was executing the movements known as the "cavort" and "cavort." The crowd seemed to like it but the rider seemed bored and was trying to hold the pony down by the pommel of the saddle. This seemed to be exhausting work, for he dismounted when he turned into Queen's Road. He dismounted quite hurriedly, too, in regular acrobatic fashion and I am told that when he eventually arrived at Government House—on foot—he complimented Mr. Ormsby on the adhesiveness of the new road metal.

The Hongkong Regiment looked very smart indeed. They were remarkably steady, well turned out and marched well and their uniform—designed by Colonel Barrow—is most picturesque. The Fusiliers also looked smart, especially the gait, and I noticed that his bosom friend, the regimental retriever—at least they call it a retriever—acted as general factotum and whipper-in and saw that the band and all of them didn't straggle. He seemed to take a most intelligent interest in the proceedings, and evinced a very lively concern for the safety of the regimental colour.

By the way, have you noticed how well the Undanted looks in her black suit? She is a capital type of a fighting ship. No "ginger-bread" work about her; all good solid stuff. Her bow scroll is reduced to the smallest possible dimensions, and she is smart and yet not gaudy, and she looks inside of her battery deck, from which she derives her nickname of the "Ponched Egg" is a capital innovation. It can be kept clean and that, of course is a great recommendation. She looks a tough customer and will, should occasion arise, render a good account of herself.

Talking of warships, I was crossing to Kowloon the other day and, as you know, the launch passes close under the stern of the *Orlando*, a first class armoured cruiser. There was an engine room on board with his mother and the following dialogue took place.

"I. C. Pointing to *Orlando*." "Mother dear, is that a gun-ship?"

"Mother." "No darling, that's only a gunboat."

Luckily no *Orlando*'s were on board the launch, Mr. Editor, and even the whole ship's company shall not drag the name of that mother and son from me.

Have you been along the Kowloon City road of late, Mr. Editor? If not you ought to do so. It makes a capital bicycle ride now and as it joins the road to Yau-mai-ti it makes a capital afternoon's spin. It is a bit rough still in the cutting, but this serves but to lend a taste of adventure to the expedition and you can congratulate yourself if you get right round without a spill. Have our officials any respect for anything though? There is only one place of genuine historical interest in Kowloon City and that is—or was—the battery that fired on Captain Elliot's boats when he sent them in for fresh provisions. It had the advantage also of being the only moderately clean spot in the vicinity, yet the "W.D." folks—full down, who should be installed in the old fort—have demolished it to make the grand military—no, from some of the old—smalling boys would have done as well! Kowloon City now boasts an old—l.t. has been established in one of the old gambling houses and, after the walk or ride out a cup of tea, or even something stronger, is most refreshing, at least, so I have been told.

HONGKONG VOLUNTEER CORPS.

THE POTTS AND GUBBAY CUPS.
The third monthly shooting competition of the "C" Company for the above cups resulted as follows—

	200 yds.	400 yds.	500 yds.	Total.
*Corpl. Sherwin	27	26	28	91
*Lt. Duncan	29	34	24	87
Gunner Baldwin	27	35	28	90
Lt. Underwood	26	24	26	76
Serjt. Rodger	27	21	21	69
Gun. Huskell	20	24	18	62
McCormac	13	23	17	53

*Corpl. Sherwin scores his first win on Captain Potts's Cup, Winners of Spoons.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

The following is the report of the Board of Directors for presentation to the ordinary meeting of shareholders, to be held at the Company's Offices, Victoria Buildings, at noon, on Wednesday, the 24th January, 1900.

The Directors have now to submit to you a general statement of the affairs of the Company and balance sheet for the year ending 31st December, 1899.

The net profits for that period, including \$67,854.93, forwarded from last account, after paying all charges, amount to \$57,952.94. From this amount an interim dividend of \$2.50 per share has already been paid, and it is now proposed to pay a final dividend of \$3.50 per share, making total dividend of 12 per cent. per annum on the paid-up capital, and after writing off directors' and auditors' fees there remains a balance of \$352,352.94, from which it is proposed to place \$250,000 to an equalization of dividend fund, and carry forward the balance of \$102,352.94 to credit of new profit and loss account.

Directors.
Messrs. N. A. Siebs and Lee Sing now retire, by rotation, but offer themselves for re-election. Mr. E. Shellin was appointed Director in place of Mr. D. Gubbay, resigned, and this now requires confirmation.

Mr. D. M. Mosses has been appointed a Director in place of Mr. E. Shellin, who has resigned on retiring from the firm of Messrs. David Sassoon, Sons and Co. and this appointment also requires confirmation.

AUDITORS.

The accounts have been audited by Mr. F. Henderson and Mr. J. C. Peter, who now retire, but offer themselves for re-election.

J. J. KESWICK, Chairman.

Hongkong, January 10th, 1900.

BALANCE SHEET.

31st Dec., 1899.	Liabilities.	\$	c.
Paid-up capital	2,500,000.00		
Reserve fund	1,250,000.00		
Accounts payable	297,845.37		
Balance of profit and loss account	452,952.94		
	\$4,500,799.31		

31st Dec., 1899.	Assets.	\$	c.
Cash	52,723.86		
Amount advanced on mortgage	1,213,403.00		
Amount invested in property	3,206,382.23		
Furniture account	3,246.68		
Accounts receivable	25,039.14		
	\$4,500,799.31		

PROFIT AND LOSS ACCOUNT.

30th June, 1899.	Dr.	\$	c.
To interim dividend of 5 per cent.		125,000.00	
31st Dec.			
To charges account	28,942.95		
To repairs to house property	16,431.82		
To advertising account	218.89		
To fire insurance account	6,871.73		
To balance to be appropriated as follows—			
Directors' fees	5,000.00		
Managing directors' fees	20,000.00		
Auditors' fees	600.00		
Final dividend of 7 per cent. for the half-year	175,000.00		
Equalization of dividend fund	250,000.00		
Balance to be carried to new account	2,352.94		
	\$452,952.94		

1st Jan., 1899.	Cr.	\$	c.
By undivided profits, 1898		67,854.93	
By interest on mortgages \$103,699.81			
Less interest on loans payable	22,368.98		
By rent account	195,501.90		
By commission account	8,055.95		
By scrip fees	299.00		
By profit on sale of properties	276,711.72		
By unclaimed dividends forfeited	764.00		
	\$630,518.33		

31st Dec., 1899.	Dr.	\$	c.
To balance	1,250,000.00		
1st Jan., 1899.			
By balance	1,250,000.00		

A. SHELTON HOPPER, Secretary.

We have compared the above statements with the books, vouchers and securities of the Company and have found the same to be correct.

F. HENDERSON, J. C. PETER, Auditors.

Hongkong, 10th January, 1900.

WAR NEWS BY WIRE.

(From Our Exchanges.)

No More Indian Reinforcements.

LONDON, December 26th.
The *Times* states that the Government considers it undesirable to make further demands on the European garrison in India for service in South Africa, unless unforeseen difficulties arise.

Situation at Colesberg.

December 27th.
The following telegrams appear in the *Times* this morning—Arundel, 20th December—A force here, composed mostly of cavalry and horse artillery, successfully checkmated a much larger force of Boers above Colesberg. The military situation generally demands a large increase of cavalry, as mounted infantry require time to train and are not yet sufficiently mobile. The experience here shows that the Boers greatly dread cavalry and horse artillery. The Boer positions here are naturally strong, and they have entrenched their big guns. It is feared that the Boers will make a dash for it, but the right flank could readily be turned and then retreat cut off provided cavalry are sufficiently numerous and the horses fit. The Boers must then attack the British in position to clear their communications or disperse. Loyal burghers report that the enemy have gained a few trenchers in the neighbourhood. Our cavalry daily harass the enemy.

A False Alarm.

December 29th.
The following telegrams appear in the *Times* this morning—Modder River, December 29th. Last night the Boers began a heavy fusillade, which continued for twenty minutes, evidently imagining that we designed a night attack. The fire disclosed two miles of trenches, fully manned, and two guns. To-day the Boers heavily shelled our left, wishing to silence our naval guns. The practice went excellently, many shells falling within twenty yards. We replied from the right with a few well-placed shells. Heavy rain fell to-day. The weather is now breaking.

Disloyalty.

CRADOCK, December 23rd.
Many farmers here think a proclamation of martial law, embracing Middleburg and Maraisburg is imperative. An insignificant number are known to have joined the Boers; but many sons of farmers are missing, and the presence of troops would be salutary.

Hospital Management.

CAPE TOWN, December 23rd.
Free complaints are made about the Military hospital accommodation here. The surgical skill and care of doctors are admirable, but there is want of organisation and foresight in the management, and an absence of those minor comforts which must necessarily be dispensed with at the front, but which are easily procurable here. The whole establishment of the permanent hospital was calculated on too small a scale at the beginning, and has never been completely recast. The standard of living and comfort, especially for officers, is too low. Arrangements are progressing to move all officers to Claremont sanatorium. The number of nurses and orderlies is insufficient, though plenty of trained nurses are available locally, and the patients are sometimes left unexamined for hours. There are indications of a certain jealousy and lack of co-operation between the hospitals and the Red Cross.

General.

The *Times* states that Lord Roberts has specially obtained the consent of the authorities to employ the 16th Lancers from India in South Africa. Sir William Stokes, Surgeon-General in Her Majesty the Queen in Ireland, has been appointed Consulting Surgeon at the Cape. Her Majesty the Queen has granted a pension of £500 to the wives and families of the Guards who are serving in South Africa. Lord Stanley joins Lord Roberts, staff at the Cape. The transport *Palmetto* has arrived at Durban from Bombay. The 2nd Battalion Lancashire Fusiliers and the 2nd Battalion Middlesex, as also a transport with mules, have left Cape Town for Durban. The 1st Battalion West Riding sailed in the *S.S. Orient* on Saturday, and the 2nd Battalion Gloucesters in the *Centurion* on Monday, thus completing the Sixth Division. The *Cynare* also takes out three batteries of artillery.

Wagon and Stores Captured.

December 22nd.
The following telegrams appear in the *Times* this morning—Stierkroon, December 22nd. Yesterday, Lieut. de Montmorency, with a patrol of 100 men, encountered about 20 Boers nine miles southwest of Dordrecht. The enemy escaped, leaving a wagon, three rifles, and stores. The patrol had no casualties.

Cronje and the Doctors.

MODDER RIVER, December 22nd.
General Cronje has sent a message that ambulances or doctors in the firing line would not henceforth be respected. Lord Methuen has declined discussion, quoting General Cronje's own refusal.

Disloyalty and Difficulty.

CAPE TOWN, December 22nd.
Since the recent reverses, anxiety as to the attitude of the Colonial Dutch has been steadily growing. Their sympathy with the Republics is not concealed; the only question is whether the military situation remains unchanged, and they will refrain from open rebellion even in the districts where they are not by Boer commands. There are rumours both in the western and western provinces of sedition movements; and possible attempts may be made to injure the railways in the rear of our forces. Effectively to guard 1,000 miles of communication will require a greater force than is at present available. Many feel that the proclamation of martial law throughout the whole Colony ought not to be delayed. There is much irresponsible amateur criticism of our Generals, and a good deal of the failure of brave and disciplined troops against hastily levied farmers intelligently led. The existence of the railway is not an unmixed blessing, causing the neglect of other transport and tying the Generals strategically to the worst line of the country. Evidently the Boers have learned, by foreign instructions, or common sense, the art of fighting in entrenchments in such a way as to enable them to hold an enormously long line with comparatively few men, always strengthening from the rear the points attacked, and always causing their numbers to be overestimated. The Boer will not face death with willingness (?), but the moral courage with which he ventures with a thin line, relying on the steadiness of his individuals, is admirable. Never having to fear the direct attacks of troops, with the bravery of British soldiers, we could afford to extend our trenches even further, outflanking the enemy unless they chose to come into the open.

At Mafeking.

MAFeking, December 11th.
Lady Sarah Wilson has rejoined, having been exchanged as a prisoner of war with Viljoen, the notorious convict and horse-stealer. Lady Sarah Wilson, who was to have acted as the special correspondent of the *London Daily Mail* at Mafeking, left the town previous to the outbreak of hostilities. She rode to Kuruman by way of the Selatgali River, left subsequently she returned to Mafeking, and applied to the Boers for a pass to permit her to re-enter the town. She was, however, taken prisoner, and was sent to Pretoria. Commandant Snyman insisted on Viljoen's restitution. Col. Baden-Powell, after much demur, consented, in consideration of Lady Sarah's services in carrying despatches. Col. Baden-Powell does not consider women lawful prisoners, and protests that the Boers are barbarous in their conduct towards women, children, and defenceless persons. To-day he sent, under a white flag, a proclamation to the Boers, pointing out the folly of continuing their present hopeless proceedings. Sitting down and looking at the plate was not the way to capture it. He urged the wisdom of accepting the chance of righting themselves with the new Imperial Rule by retiring home, and surrendering each one horse and rifle and 150 rounds. A free pardon was promised to those complying in three days. Officers, along with the State artillery, would be considered prisoners of war. Several replies were received, many of them contemptuous. Snyman, replying to the proclamation, incensed because it was directed to individual burghers, and is not a collective one. Col. Baden-Powell's critics. He challenges Col. Baden-Powell to come out and drive him away.

STIERKROON, December 10th.
The wounded at Stierkroon were taken prisoners are progressing favourably. The majority have already been sent up-country.

The Disloyal Colonials.

CRADOCK, December 19th.
The following are the estimated numbers of disloyal Colonials joining the enemy—Arlow and Jamestown 550; Barley East and Lady Grey 500; Dordrecht 400; and Burghersdorp 400. These were engaged against General Gatacre at Stierkroon. The other districts, especially Graaf Reinet, Tarkastad, and Cradock, would join if a lead were given.

Wireless Telegraphy.

MODDER RIVER, December 20th.
Six Marconi wireless telegraph instruments, inter for the Boers, were captured at Cape Town. The experiments made at the Orange River have proved highly successful, the communications with De Aar seventy miles off being perfect. Commandant Cronje's assumption of the absolute command of Transvaal and Free States in this quarter is deeply resented, many of the latter alleging that the Free State Commandant, Delany, planned the strategic operations which Commandant Cronje executed with the aid of Commandant Spambok. A note-book of a Scandinavian captured at Magersfontein indicates that the last men among the Boers were being commandeered.

General.

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Churchill's Escape.

Mr. Winston Churchill, who recently escaped from Pretoria, relates how he climbed the wall of the Pretoria School, where he was confined, when the sentries' backs were turned. He also contrived to avoid notice in the crowded streets though he had no disguise. He passed the town pickets unchallenged; and gained the Delagoa Bay railway, and crawling beyond the first station, boarded a train with difficulty, hiding under coal sacks. He alighted before dawn, and concealed himself by day in clumps of bushes, waiting in vain for another train, and journeying by night on foot, his only means of subsistence mean while being fragments of the chocolate, and a small water flask. On the sixth day he boarded a train beyond Middleburg, and he concealed for six hours in the bottom of a wagon under luggage. At Komatipoort (the border town) he eluded the Boer searches; and finally arrived at Delagoa Bay in an exhausted state, to learn that four mistaken arrests had been made by the Boers, who were searching everywhere for him. He is starting for Natal forthwith.

Officers from India.

CALCUTTA, December 26th.
Lieutenant-Colonel H. M. Sinclair, Royal Engineers, Assistant Military Secretary to Sir George Luck, now officiating Assistant Adjutant-General, Allahabad district, has been selected for Special Service Officer under Field-Marshal Lord Roberts. Captain D. C. Seagrave, R.A., A.D.C. to Sir Power Palmer, has also been selected for service in South Africa, in a similar capacity.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.159

Thermometer 59.7

Humidity 74

Rainfall 1.545

TO-DAY.

Barometer 30.29

Thermometer 60

Humidity 51

Rainfall 0.4

TO-DAY.

Tuesday, 16th January, 1900.

Chinese—16th of 12th moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 45min.

Set 5hr. 34min.

Moon—Full Moon 2hr. 44 am.

High water—Morning 6hr. 45min.

Afternoon 2hr. 45min.

Low water—Morning 2hr. 45min.

Afternoon 2hr. 45min.

ANNIVERSARIES.

1839—The foreign merchants of Canton called upon to pledge their word that they would refrain from opium smuggling and the exportation of silver.

1877—S.S. N. Co. sold out to C. M. S. N. Co.

replied from the right with a few well-placed shells. Heavy rain fell to-day. The weather is now breaking.

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Officers from India.

CALCUTTA, December 26th.
Lieutenant-Colonel H. M. Sinclair, Royal Engineers, Assistant Military Secretary to Sir George Luck, now officiating Assistant Adjutant-General, Allahabad district, has been selected for Special Service Officer under Field-Marshal Lord Roberts. Captain D. C. Seagrave, R.A., A.D.C. to Sir Power Palmer, has also been selected for service in South Africa, in a similar capacity.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.159

Thermometer 59.7

Humidity 74

Rainfall 1.545

TO-DAY.

Intimations.

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THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

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12th October, 1898.

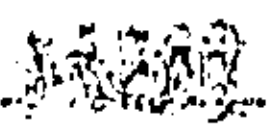
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FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

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NAVAL YARD, HONGKONG.

DRAFTSMAN required with experience
of either CIVIL ENGINEERING or
ARCHITECTURAL WORK.

Applications to be made by Letter only,
addressed to DIRECTOR OF WORKS DEPT.,
Naval Yard, Hongkong, and to State Nationality
and Age of Applicant, previous Experience,
and Pay required.

Hongkong, 15th January, 1900.

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by

RUDDARD KEPLING, Music by Sir

ARTHUR SULLIVAN.

Has created a future, unexampled, amazing,
immense.

Order at once "for your Credits Sake and
Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,

Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899.

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M. FUJISE,

Manager.

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WHISKY, &c.

EVERY KIND OF

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ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

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Sole Agents in the East for the distinguished

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DUNLOP TYRES'S BICYCLES—PRICE \$160.

Special reliable Watch made for this Climate.

Quality A.....\$16

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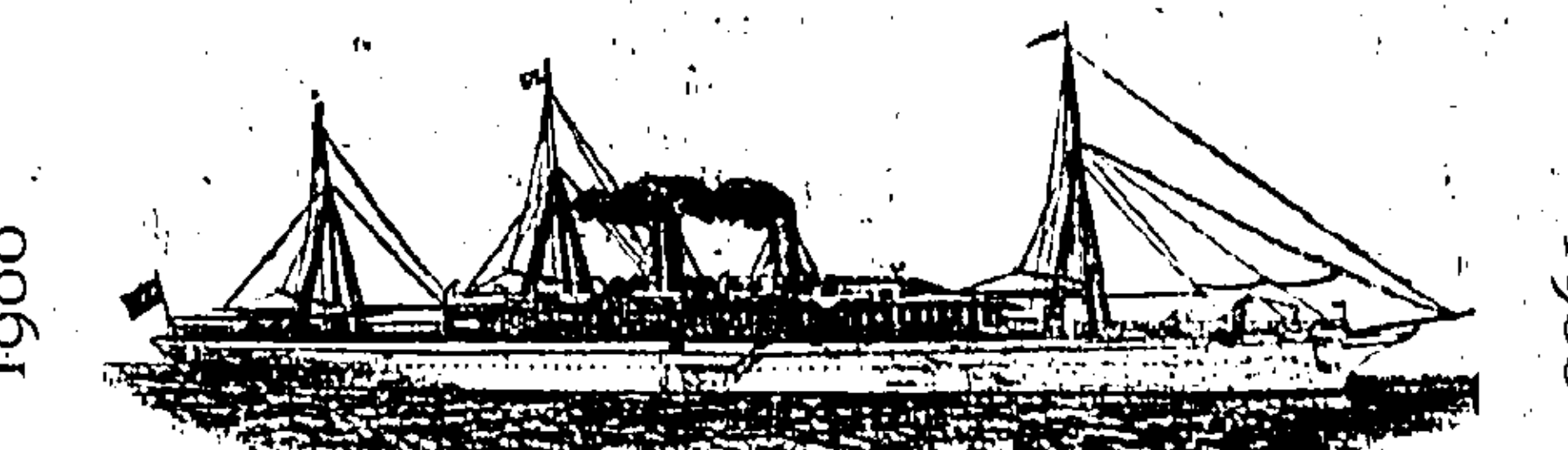
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

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IMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 17th January.

IMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

IMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
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Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
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Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. JOYCE, General Agent,
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Hongkong, 20th December, 1899.

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VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

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FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Algonquin... 3,567 G.E. Elliott Jan. 20.

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IN CONNECTION WITH

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THE attention of Passengers is directed to
the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-

bles. DOCTOR and STEWARDESSE carried.

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The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.

THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

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Special rates allowed to members of Govern-

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Through Bills of Lading issued to Pacific

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Points should be in quadruplicate; and one

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land, Or. (whichever may be the destination of

the Steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

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Hongkong, 8th January, 1900.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

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PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

and HONOLULU, THE UNITED STATES, &c.

Carlisle City... 3,002 Sunday Jan. 21

Curranthenshire... 2,929 about Feb. 10

Belgian King... 3,379 about Feb. 21

Thyra... 3,406 about Mar. 6

Lady Jockey... 3,191 about Mar. 31

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and

SAN FRANCISCO, VIA KOBE, YOKO-

HAMA and HONOLULU, on SUNDAY,

the 21st instant.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

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Consular Invoices, to accompany cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

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Hongkong, 16th January, 1900

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OCCIDENTAL AND ORIENTAL
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TAKING CARGO AND PASSENGERS TO
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HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu)...

Saturday, 20th Jan.,

at Daylight.

Coptic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu)...

Tuesday, 13th Feb.,

at Noon.

Doric (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu)...

Saturday, 10th Mar.,

at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on SATURDAY, the 20th instant, at Daylight.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities

of the United States or Canada. Rates, and

particulars of the various Routes may be ob-

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Special rates (First-class only) are granted

to Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Passengers who have paid full fare, re-emb-

arking at San Francisco for China or Japan

(or vice versa) within one year, will be allowed

a discount of 10 per cent. This allowance does

not apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received

CANTON NOTES.

[From the Tsun Wan Yat Po.]

CRUSADE AGAINST DIRT.

In expectation of the arrival of H.E. Li Hongkang, the mandarins in Canton have received instructions to clean up and decorate the Viceroys' Yamen, as the late Viceroy Tan had pretty effectively ploughed up and abstracted all the riches from the land of Kwang Tung by squeezing, he had allowed the superior earth to accumulate in the Yamen. It cost the mandarins \$50 to get the dirt carried away. (A nice little sum for the dirt carried away. Find what was the amount of accumulated dirt?) and about another \$1,000 for decorations. The place will look quite smart on Li's arrival.

AN IMPUDENT RASCAL.

A few days ago, a young man, went to a Chinese dispensary, at Fat Shan in a four wheeled chair, with two followers. He told the master of the shop that he had been informed that his shop was noted for "As you wish" oil and ointment and as he wanted a large quantity he had come to purchase it there. After a few minutes conversation, he expressed a wish to have a pipe of opium, and was accordingly taken by the master of the shop into an inner compartment, and both had a smoke. Presently the youth whipped out a revolver and demanded the loan of \$500. The poor master turned pale and ordered the sum to be given to him. This money was then passed over to one of the followers while the scoundrel took the master along with him in the chair, the servants being afraid to shout for assistance as the robber threatened to shoot if they did so. The master however, was only taken a short distance before he was allowed to return to the shop.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st January.

LEVEL.	1899.	1900.
Tytam.....	11 ft. 9 in. below	12 ft. 9 in. below
Pokfulam.....	11 ft. 7 in. below	9 ft. 8 in. below
Wong Nei Cheong.....	11 ft. 7 in. below	11 ft. 7 in. below

STORAGE GALLONS.	1899.	1900.
Tytam.....	225,100,000	285,100,000
Pokfulam.....	12,850,000	44,900,000
Wong Nei Cheong.....	empty	empty

Total..... 335,180,000 330,150,000

Consumption of Water in the City of Victoria and Bill District during the month of December.

1898.	1899.
Consumption 98,241,000	101,016,000 gallons
Estimated population 198,000	203,500

Consumption per head 150 160 gallons per day.

Consumption of Water in Kowloon Peninsula during the month of December.

1898.	1899.
Consumption 6,914,000	8,273,000 gallons
Estimated population 26,400	27,600

Consumption per head 8.4 967. gallons per day.

The Government analyst reports that the water is of excellent quality.

R. D. ORMSBY, Water Authority.

PRINCE HENRY.

A TRIP TO CHANGI.

Singapore, 8th January.

On Saturday afternoon Prince Henry of Prussia again indulged in polo. He is not yet accustomed to the ponies here, but he played a very good game. The beauty and fashion of Singapore were present, making an additional attraction to the gay scene. Yesterday the Prince and some friends made a cycling visit to Changi. Government House was left about 6 o'clock. His Royal Highness being accompanied by Mr. Eschke (German Consul), Dr. Dittmar, the Commander and Officers of the German cruiser *Hansa*, Messrs. Puttkamer, Kessler, Lanz, Winkelmann, Janassen, Hering, Winer, Larsen, Kindlmann, and Riege. A very good run was made, Changi being reached about 8 o'clock, and just before 11 o'clock the *Sumatra* with many of the members of the German Club arrived. Amongst those on board were Mrs. Puttkamer, Mr. and Mrs. Solist, Mrs. Kersting, Mr. and Mrs. Metz, Mr. and Mrs. Witthoft, Mr. and Mrs. Hube, Mr. Becker, and Mr. Schmidt. The whole party sat down to luncheon on board the *Sumatra* at 12 o'clock, and just about this time rain commenced to fall very heavily, but nevertheless a very enjoyable time was spent. The whole party, returning to Singapore by the *Sumatra*, arrived here about 5 o'clock.

To-morrow also it is probable that the Prince will spend an hour or two at polo.—*Straits Times*.

THE N.L.S.S. "SACHSEN."

INTERNATIONAL AMENITIES AT SOUTHAMPTON.

The following from the home papers of Dec. 5th tells of an interesting incident which took place when the N.L.S.S. *Sachsen* left Southampton. "The hired transport *Pineapple* left Southampton this afternoon with the second section of the composite regiments of Household Cavalry under the command of Col. Calley, 1st Life Guards, a draft of the 5th Dragoon Guards and a detachment of the ammunition column, in all 17 officers, and 395 horses, for the Cape. A considerable number of people witnessed the departure of the vessel. Great enthusiasm was displayed earlier in the day, when the *Sachsen*, moored astern of the *Pineapple*, paid a great compliment to the troops on their arrival, greeting them with *Ruler Britannia*, played by the ship's band, and soldiers cheering in response. Later on there was a further exchange of international courtesies. The German vessel on leaving struck up the British National Anthem, and dipped her ensign, troops, and civilians demonstrating their appreciation by heartily cheering their German brethren."

"LA SEYNE" ASHORE.

As the s.s. *Wilhelm*, Capt. Richter, was nearing Rio Straits on Saturday night, says the *Straits Times* of 8th instant, signals of distress were observed. Investigation showed that the French mail steamer *La Seyne*, coming up to Singapore from Batavia, had gone ashore on Garra Island, about 50 miles from here. The *Wilhelm* stood by the *La Seyne* and rendered assistance until 2 p.m. yesterday, when she towed the stranded steamer off. She took the passengers and mails off, however, and brought them on to Singapore. The Dutch steamer *Bantam* also endeavored to tow the *La Seyne* off, but without success. A *Tanjong Pagar* tug was sent to her assistance to-day. The stranded steamer is making no water.

SIR HENRY BLAKE'S REPORT.

The report by Sir H. A. Blake to the Colonial Office on Hongkong for the year 1898, has just been issued as a Parliamentary paper. It is a somewhat belated document, valuable enough, no doubt, as a record, but not of much interest to quote from at this time of day when another year has all but been completed. Sir Henry states that the commercial condition of the Colony was never more satisfactory. The value of property is steadily increasing, and of the companies mentioned in the weekly share lists more than 80 per cent. of the shares are quoted above par. Openings for the investment of capital, if we except trade investments, have perhaps hitherto been rather restricted, but in view of the development of the Kowloon Extension, there will probably be openings for capital in the future. The social condition of the colony, he notes, is fairly satisfactory. There is one other point, and that is the increase of piracy on the West River, which the Governor says is a serious hindrance to the advancement of our trade, and the time is coming, he adds, "when this question must be taken up if our trade is not to be strangled." It is at present one of the most important factors in the future condition of the trade of this Colony with the West River. Since Sir Henry wrote these words the evil has not lessened, but judging from recent advices from Hong Kong, the Foreign Office has somewhat recognised the necessities of the case, and measures have been taken which, it is to be hoped, will prove effective.—*L. & C. Express*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Arnold, A. K. Kyrican
Angier, A. G. Kuster
Abraham, J. K. Mrs. O.
Ah Fong, Miss. Lochemder, Lord
Amoy, Fanny. Lillie, J. J.
Alexis, J. Lank, J.
Armstrong, A. Lambir & Dodge, J. E.
Alves & Co. Messrs. Lounthal, J.
Ancel, E. Linse, M. H.
All, Miss. Lalouber
Barker, A. M. Lee, C. A. Lieut.
Bingham, Mr. & Mrs. McClelland, Miss
Barton, W. T. Moseley, Mrs. M. E.
Buckendoff, A. Maitland, E. A.
Brown Bros., N. P. Mason, Miss F. O.
Butt & Co. Maitre, C. E.
Butt, W. S. McGovern, P.
Buckley, A. McCoughan, E. L.
Brown, R. A. Madegain, G.
Bisset & Co. Messrs. Maligany, C.
Boronian, Z. S. Moore, Mrs. M.
Butler, Mr. and Mrs. Mui Yung, Mrs.
O'B. Monilla, T.
Bourdanel, B. de Mower, F. R.
Bennet, J. Masanor, Miss
Benemer, Mr. Murray, J. H.
Blake, K. E. Mastumoto, Miss
Baring, T. Mithichundi, A. K.
Banibago, E. M. Mordica, S. R.
Bibby, Angus. Mayeda, O.
Bischoff, Miss B. Macuse, M. A.
Ballard, Anna. Macay, A. R.
Brennes, C. Musze, Paul
Brooks Franklin. Marc, G. L.
Burnett, L. C. Niven, L.
Crook, Miss H. C. Norris, Miss A.
Charlis, W. D. Nagrata, J.
Cum Y, W. S. Natsubam, J.
Close, C. G. Ovisha, Miss
Churchill, W. Ohtsu, Miss
Christensen, Mrs. B. Ohtsu, Mrs.
Crookshank, H. Ogden, F. L.
Cowell, J. M. Otsuna, M.
Capp, W. L. Okane, Miss
Cranston, Miss E. Otomo, Miss
Clarke, S. J. Oshige, Miss.
Craig, Miss A. Prynn, F. J.
Chumebay, W. A. Piesse, C.
Clifton, G. Pierce, Mrs. P.
Chinevala, S. F. Pierce, W.
Crook, Miss N. C. Potter, Rev. H. C.
Conner, R. H. Philipps, J.
Chan Yau Wing. Chippell, J. H.
Church, Mrs. F. Pierson, Miss
Dawson, Mrs. D. Perrine, Mrs. R. L.
Dancey, C. Peters, M.
Duran, A. Panuch, J.
Ducat, Capt. C. M. Pittot, R.
Delon, Mrs. L. Parker, Mrs. A.
Delen, Mrs. E. Pouse, S. E.
Dubbers, N. J. Packard, R.
David, M. W. Putnam, J. K.
Dejadonespa. Payot, H.
Elias, A. Ferrini, Rev. S. A.
Elias, M. Reuter, Mrs. J. F.
Elias, M. Rouget, J.
Elias, M. Ricard, J.
Elias, M. Rourks, S. A.
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Elias, M. Sowden, A. J.
Elias, M. Thomson, R.
Elias, M. Tara Singh.
Elias, M. Tiffany, S.
Elias, M. Umemo, Miss.
Elias, M. Vallmiss, Rev. G. A.
Elias, M. Volkman, J. T.
Elias, M. Warbur, Dr. K.
Elias, M. Whitely, R. H.
Elias, M. Walker, C. H.
Elias, M. Wilson, J. T.
Elias, M. Wuyoda, T. M.
Elias, M. Wallace, Capt. J.
Elias, M. Woolner, H.
Elias, M. Whimere, T. C.
Elias, M. Weiss, Dr. K.
Elias, M. Wilson, Capt. H.
Elias, M. Walter, E.
Elias, M. Yamada.
Elias, M. Zaboli, Dr. C.

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Cassano, Dr. F.
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Crawford, J. R.
Crawford, J. R.
Ducat, Mrs. A.
Ekman, Miss Ida
Eliass, A.
Ezram, Momon
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Forsyth, G. G. S.
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Kahander Khan
Khan, Mehta
Kaufmann, W. W.
Kohn, Siegfried.
Labey, J.
Machado, A. E.
Mayer, A.
Miller, Miss.
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Modighami, Gind. (2)
McLellan, Mrs. E. E.
Nesir, W. N.
Pelley, E. L.
Rleus, A.
Renault, Mons. Paul (2)
Rankin, A. W.
Ranchverger, Miss F.
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Singh, Asa
Sohib, Vedangee
Steward, C. Y. S. (2)
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Syett, Mr.
Silva, L. J. da
Schraunsky, S.
Shienberg, S.
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Tejda, Juan
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S.S. *Chianbiang*.....Capt. J. Vaughan.
S.S. *Brookwell Castle* J. F. Rogers.
S.S. *Changsha*.....C. F. Moule. (2)
S.S. *Calcha*.....J. Williams.
S.S. *Carlisle City*.....Geo. Croll.
S.S. *Chowfa*.....J. Fleming (Baker). (2)
S.S. *Diamond*.....J. Smith.
S.S. *Fornasa*.....H. O. Pritchard.
S.S. *Hakon*.....R. Macfarlane.
S.S. *Hipping*.....G. Menzies.
S.S. *Loosk*.....Jas. Scott.
S.S. *Lingam*.....D. Pritchard.
S.S. *Patroclus*.....Chief Engineer.
S.S. *Phranang*.....Capt. Anderson.
S.S. *Tsinan*.....Capt. Dawson.
S.S. *Tientsin*.....Capt. B. H. Igot.
S.S. *Wongkoi*.....Capt. B. H. Igot.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is the most valuable remedy for Consumption, Scrophula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give to the lungs the strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[Add.]

Intimations.

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NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate, for Particulars apply to "Z."

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Hongkong, 18th August, 1899. 1048a

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BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor—
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SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA—
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A CURE FOR ASTHMA!!!

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Asthmatic people who suffer from oppression in breathing, stifling sensations, hoarseness, and loss of voice, Nervous coughs, Laryngitis, Croup, with Wheezing, Bronchitis, Cold, with Catarrhal Affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico Capsules as the most effective remedy in the treatment of acute and chronic discharges. These capsules, unlike other remedies, have not the inconvenience of "Painful Discharge."

MATICO INJECTION is used in recent

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PHOTOGRAPHER,

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Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 22nd September 1898. [40]

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [39]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS, are RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—
TULENHU, American schooner, Melander—Master.

Shipping.

STEAMERS.

FOR KOBE (DIRECT.)

THE Steamship

"KONOURA MARU,"

will be despatched for the above port TO-MORROW, the 17th instant, at 4 P.M.

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 15th January, 1900. [165b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"SZECHUEN,"

Captain Hall, will be despatched as above TO-MORROW, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 12th January, 1900. [165b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above TO-MORROW, the 17th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th January, 1900. [1596a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched TO-MORROW, the 17th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th January, 1900. [1597a]

"SHELL" LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"TROCAS,"

Captain Moses, will be despatched as above on or about the 17th January, 1900.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 27th December, 1899. [1612a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"TAISANG,"

Captain Sawyer, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 10th January, 1900. [45b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th January, 1899. [1598a]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"

Captain McIntosh, will be despatched as above on or about THURSDAY, the 25th instant.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 15th January, 1900. [63b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI,"

will be despatched for the above Port about the End of January, and will be followed by S.S. "BIRCHTOR" and "ST. REGULUS."

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 15th January, 1900. [1503a]

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"COWRIE,"

Captain Davies, will be despatched as above on or about the 31st January, 1900.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 27th December, 1899. [1613a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 6th February.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th December, 1899. [1618a]

